

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/01/2003

DEN02LA068 File No. 12753	06/26/2002	Montrose, CO	Aircraft Reg No. N9518R	Time (Local): 07:15 MDT		
Make/Model:	Beech / K35			Fatal	Serious	Minor/None
Engine Make/Model:	Continental / IO-470-C		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Day		
Destination: Local Flight				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 10.00 SM		
				Wind Dir/Speed: 160 / 005 Kts		
				Temperature (°C): 19		
				Precip/Obscuration: None / None		
Pilot-in-Command	Age: 53			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft: 528		
Private; Single-engine Land				Last 90 Days: 28		
Instrument Ratings				Total Make/Model: 246		
None				Total Instrument Time: UnK/Nr		

The pilot said that he was practicing flight maneuvers between 500 to 1100 feet above ground level. He said the fuel selector was on the left main tank, and the engine began to sputter. He switched the fuel selector to the right main tank, but did not turn on the boost pump. All attempts to restart the engine failed and he made a forced landing in a bean field, subsequently wrinkling the fuselage, and bending several bulkheads and the lower centerline spar carry through members. An FAA inspector examined the accident aircraft and found the left main fuel tank empty, the right main tank was approximately half full (about 11 gallons), and the auxiliary selector position (two 10 gallon tanks feed one position) with approximately 15 gallons of fuel. The Pilot's Operating Handbook (POH) for the airplane states that the engine air start procedure includes turning the auxiliary fuel pump on "until power is regained, then off." A published temporary change to the POH states: The addition of a placard to the fuel selector to warn of the no-flow condition that exists between the fuel selector detents.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - PLOWED/FURROWED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to follow published aircraft operating procedures, which resulted in a loss of engine power due to fuel starvation.
A contributing factor was the lack of suitable terrain for a forced landing.